

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Seatbelts Will Save Your Life

A Nebraska Wing van was returning home from the Mississippi disaster relief when a tractor/trailer rig swerved to avoid a deer and struck the CAP van sending it into a ditch, where it struck a decayed tree.



Fortunately, the senior member driving and the two cadet passengers were buckled-in and weren't injured, except for some minor cuts from broken glass. This is a good example of how quickly a situation can deteriorate, even though you're doing everything right. Your only protection is to drive defensively all the time and the biggest favor you can do for yourself and your passengers is to insist that everyone buckle-up and stay buckled-up for the entire trip.

As you may remember, we experienced a vehicle fatality a while back when a passenger removed his seatbelt during a long cross-country trip, in order to sleep on a van seat. The van left the highway and rolled, ejecting the sleeping passenger. Don't gamble with your life -

Wear your seatbelt and live!

Towing the New C-182T

Since taking delivery on some of the new C-182T aircraft, we've heard several complaints from members in the field that the tow bar is too short. The National Headquarters Director of Operations recently experienced this first-hand. The only way you can use it is to pull the aircraft while bending down at the waist and sticking your back

under the prop spinner and part of the cowling. It's a very awkward position and has the potential to strain someone's back. This feedback was recently passed to Cessna's Product Safety Department who is investigating why the tow bars were shortened and whether there are plans for a design change. There are several aftermarket tow bars that would remedy this situation. Until we know more, use caution when using the short bar. Hopefully, we'll soon have a better solution.

"Caution - Engine Run In Progress"

Shortly after midnight, a Texas Wing C-182 was cleared to taxi to Runway 4 at El Paso International but, was not informed of engine runs from a Delta MD-88 parked at the gate. As the Cessna taxied behind the MD-88, it was buffeted by jet wash, which caused a prop strike and the right wingtip to hit the taxiway. The Delta jet apparently notified



ground control of the engine maintenance and associated engine runs 40 minutes prior to the mishap. While ground control should warn taxiing aircraft of engine runs that pose a threat, it might be a good idea to keep an eye out for rotating beacons if you're moving around the "Big Boys" at night. No injuries were reported. The ground control tapes have been preserved and transcripts have been requested. The crew and aircraft were participating in the **Falcon Virgo 06** exercise and were on an AF assigned mission.



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SC Wing Landing Incident

After retrieving their C-182RG from the paint shop, the pilot landed at Rock Hill/York County Airport. During the landing, the aircraft departed the side of the runway, traveled across the grass median and then entered a taxiway in-



tersection. During the transition from the grass back onto the hard surface, the nose gear fork and wheel sheared off of the strut. Subsequently, the prop struck the ground and the engine stopped suddenly. No injuries but, this is sure to be an expensive repair. The 78 year-old pilot has 4,200 hours of flight time and 159 hours in this model. Winds were 50° off of runway heading at 8 kts. The FAA and SC Wing are investigating this incident.

Safety Progress in FY05

Congratulations to all members; we've substantially rolled-back our aircraft accident rate in FY05! Here's how we finished the last fiscal year: All of the categories, except vehicle mishaps, were reduced last year. Aircraft accidents were

reduced 50% while flying over 105,000 hours. This resulted in an **aircraft accident rate of 2.85** accidents per 100,000 flight hours. (This rate may go down a tad, as some flying hours have not yet been reported).

In the aircraft category, we experienced the same trends we've seen in the past. Poor landings and taxiing into obstructions tied for first place followed closely by human-powered hangar collisions. While landings can be improved with training, the only thing that will improve the other two is for people to pay attention and slow down.

As I mentioned before, vehicle mishaps are on the rise. Most of our mishaps last year were caused by collisions with deer. We also saw isolated incidents of rear-ending other vehicles, sliding on ice, driving into obstructions, backing mishaps and a bird strike.

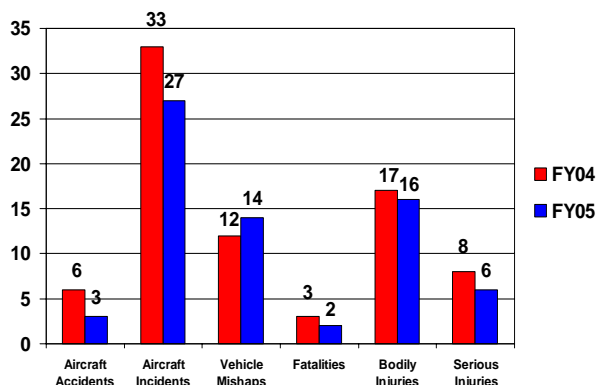
Bodily injuries were lead by falls, usually occurring after slips. Cuts were next and caused primarily with knives. Isolated incidents of other cuts involved the trailing edge of an aircraft wing, broken eye-glasses and an iron that fell off of a locker onto a cadet's forehead. We only had one case of heat illness (a major victory since past years). One troubling burn injury occurred when a cadet caught his clothes on fire while starting a camp stove.



Everything considered, we're making progress. However, we still have opportunity for improvement. Over 80% of these injuries involved cadets. Please make these trends an emphasis item in your unit and **THANKS** to all that make our activities safer!



Yearly Mishap Comparison



Other Safety Meeting Topics

- **Reducing Deer-Vehicle Crashes:**
http://wildlifecontrol.info/ccewdmp/Publications/Deer-Vehicle_factsheet1.pdf
- **Preventing Injuries from Slips, Trips and Falls:**
<http://www.cdc.gov/nasd/docs/d000001-d000100/d000006/d000006.html>
- **Why Can't We Land?:**
<http://www.aviationsafetymagazine.com/sample/why.html>
- **Taxi Smack:**
<http://www.aviationsafetymagazine.com/sample/taxi.html>

Send in your **OPERATION CAPSAFE** suggestions. See the October edition of the *Sentinel* for details.